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A Chinese Interpreter in Attendance.

NEW VICTORIA HOTEL,
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115 HOUSE LANE.

Hongkong, 6th July, 1897. [1036]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Fremont, will be despatched as above
on FRIDAY, the 9th instant, at 4 P.M.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th July, 1897. [988]

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"MOYUNE,"

C. H. Kemp, Commander, will be despatched
as above on SATURDAY, the 10th instant, at
Noon.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 7th July, 1897. [1042]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain G. Ramsay, will be despatched on
MONDAY, the 11th instant, at 4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engine. A Refrigerating Chamber ensures the
supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
Return Tickets issued by this Company to
and from AUSTRALIA are available for return
by Steamers of the EASTERN and AUSTRALIAN
Co., &c., and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th July, 1897. [1028]

NOW READY!

COMMERCIAL AND STATISTICAL
PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and
Corporations for periods ending 31st December,
1896.

This pamphlet is published for the convenience
of the Commercial Community and is for sale.

PRICE 3s PER COPY,
at the office of the
"HONGKONG TELEGRAPH,"
No. 8 Pader's Hill.

Hongkong, 7th May, 1897. [761]

DAKIN, CRICKSHANK & Co.,
WATERS.

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear comparison
with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [3792]

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It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Hongkong Telegraph,"
and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and
not to the Editor.

Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.

Whilst the columns of the "Hongkong Telegraph" will always
be open for the full discussion by correspondents of all questions
of public interest, it must be distinctly understood that the
Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisements in this paper are inserted at the rate of 1s per
line in that day's issue, not later than 3 o'clock, so as
not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until countermanded.

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the best medium for Advertisers. Terms can be learned on application.
The "Hongkong Telegraph" is published at the "Telegraph Press,"
No. 8, Pader's Hill, Hongkong.

Intimation.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

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AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.

Counterfeit Order Books supplied on applica-
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Our Registered Telegraphic Address is
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And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER,

SODA WATER,

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POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE,

No Credit given for Bottles that look dirty or
dirty, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 12th April, 1897.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 7, 1897.

REUTER'S MESSAGES.

THE NILE EXPEDITION.

LONDON, July 5th.

The Hon. W. St. John Broderick stated in
the House of Commons that the Egyptian
Government will conduct the operations on the
Nile and that it is not intended to supersede
General Sir H. H. Kitchener.

THE ABYSSINIAN MISSION.

An agreement was signed and sealed by Mr.
Ridd (on behalf of the British Government) and
King Menelik on May 14th.

THE MOZAMBIQUE COMPANY.

Mr. Carson, in reply to a question, said that
the concession to the Mozambique Company
had been extended for another 25 years and that
he was not aware the Company had been
granted fresh privileges at Delagoa Bay.

LOCAL AND GENERAL.

The Japanese cruiser *Tachibana* (3,700 tons)
was to leave Japan for Honolulu on the 1st
instant.

The Japanese cruiser *Hiyul Kan* (2,284 tons;
11 guns; built in 1877) arrived at San Francisco,
from Seattle, on the 23rd ultimo.

MR. W. W. CLIFF RD has resumed his former
position in the Central Stores, Ltd, at Shanghai;
and has also been appointed Chairman of the
Board of Directors.

SIR ACQUIN MARTIN has offered a Maxim gun
to the Calcutta Naval Volunteers, but there is
some difficulty as to the ammunition supply.
Why is Hongkong left out in the cold?

The post of Salt Intendant of the Ch'angsha
and P'eking prefectures of Hunan province has
been given to H.E. Huang Chun-hsien, former
Consul-General at Singapore, who last year was
elected to Germany as Chinese Envoy.

The death is reported, on July 4th, of Lady
Hamilton, wife of Admiral Sir R. Vesey Ham-
ilton, at Summerlands, Caidridge, Hants. The
deceased lady, who was 58 years of age, was
married to the Admiral in 1864, and was a
daughter of Vice-Admiral J. A. Murray.

PROFESSOR KOCH and Dr. Lingard are now at
the Muktesar Laboratory, near Almora, en-
gaged in rinderpest experiments and investiga-
tions. Several leading Veterinary Officers are
also on the spot, and it is hoped some valuable
information may result from the enquiries. We
trust that Mr. Lydse, Hongkong's absent Veteri-
nary Surgeon, is also "on the spot." When
does he intend to return to us?

DR. ABERCROMBIE, who has been for many
years U.S. Consul at Nagasaki, is reported to
have been appointed Minister to Siam.

At a special meeting of the Mth-Ho-Leong
Hook & Ladder Co., held in the Municipal
Council Board Room, Shanghai, on the 28th
June, Mr. F. C. Pearce was elected Foreman;
Mr. E. W. Sharples 1st Asst. Foreman, and
Mr. H. W. Daldy 2nd Asst. Foreman.

PROFESSOR RICHARD, the famous electrical healer
and medical specialist, will give his first free
electrical entertainment in the Theatre Royal to-
morrow night. Elsewhere the Professor has made
a big reputation both in the arts of healing the sick
and amusing the healthy, and no doubt his debut
in Hongkong will attract a large audience.

THE *China Gazette* learns that the Canton In-
surance Co.'s interest in the cargo of the *Aden*
is very much less than was reported. The Com-
pany has not a line on the brick tea shipped to
Russia, via London. This valuable cargo is all
covered in London and Moscow, while the Canton
Office has only a line of about Tls. 3,000 on
other cargo.

THE many friends of Mr. J. N. Jordan, British
Consul-General in Korea, will, as the *North*
China Daily News remarks, be pleased to
learn that his name is included in the list of
Jubilee honours. Her Majesty having conferred
upon him the distinction of a C.M.G. Mr.
Jordan's long service in Peking more than
merited this special recognition, on which we
heartily congratulate him.

A Notice to Mariners issued by the Imperial
Maritime Customs states that the acceptance of
the "Regulations for preventing Collisions at
Sea," which came into force on the 1st instant,
by China refers only to Chinese vessels of
foreign type, and that Chinese junks, fishing-
boats, etc., will not exhibit the Regulation
Lights. Beautiful! When will China be quite
civilized?

A POWERFUL ice-breaker and steam-ferry, com-
bined, is nearing its completion at the Armstrong
Company's yard for the transport of the Siberian
railway trains across Lake Balkal. Its length is
290 feet, breadth 47 feet, displacement 4,000 tons,
and its speed is to be 13 knots. She will be
provided with a powerful screw forward, capable
of crushing ice of great thickness, and she will
carry at one time 25 railway cars, weighing
altogether 500 tons.

News reached Shanghai by wire on the 30th
ultimo that the Taku Tug and Lighter Company
had succeeded in floating the Norwegian steamer
Sulian, which got ashore on one of the islands
in the Gulf of Pechili about a month ago and
was sold to the Taku Tug Co. for Tls. 6,000.
She is said to be now worth £12,000 so the
shareholders can look out for a pretty fat "divi-
dend" in the near future and will have good cause
to be grateful to Mr. J. W. Jamieson, the able and
indefatigable manager of the Company.

A CONTRACT for the supply of a pair of coupled
engines for colliery stamping at the Imperial Mill
of China, at Canton, has just been concluded by
Messrs. Massey Bros., of the Chapel-St. Engine
Works, Africa. The engines are to be of the
same type and quality as the two pairs and gear-
ing installed for the Chinese Government by the
late firm of Dick and Stevenson, Aldridge, some
eight or ten years ago. Mr. Stevenson, who
designed the earlier machinery, has been com-
missioned to supervise the execution of the
contract and, before its completion, to steam and test
the engines.

On the day before the news of the loss of the P.
& O. steamer *Aden* reached Shanghai efforts
were being made at Lloyd's to reinsure the
vessel at 70 per cent. The *China Gazette* says
that the Pearce family were going in the same
Company's s.s. *Yokan* which sailed from
Shanghai on the 24th April, but at the last
moment were unable to go in that vessel and
waited over for the *Aden*. While another well-
known Shanghai lady and her two children, who
had booked for the *Aden*, thereupon were able
to get the Pearce's cabin on the *Yokan*. As to
insurance, the North China Company had a
line of £4,000; the China Traders Tls. 7,000;
the Union of Tls. 2,700 and the Yantai Tls.
3,000. The *Aden* was only 5 years old and was
of 2,500 tons net register.

THE 1896-97 Session of the Chinese Society,
of Science, Arts, and Literature at Shanghai was
brought to a close by a dinner given by the
members at 107, Seward Road, on the 26th
ult. The invitations were not confined to natives,
several foreigners being present. The president,
Rev. F. L. Hawks Pott, occupied the chair, and
he was supported by Mr. Chun Faling, vice-
president. After a speech by the president, ad-
dresses were given by Mr. Chun Faling on "The
Merchants of China"; Mr. Wong Kailab, "The
Chinese Empire"; Mr. Tong Yuercham, "The
Literary Men of China"; Mr. Ng Hinghang
(Hon. Sec.), "The Reformers of China"; Mr. C.
S. New, "The Westerners in China"; and Dr.
Yongling, "Our Society." Mr. Chu Chungyu,
gave some excellent plans for the future of the
Society. Mr. R. W. Little, Rev. Gilbert Reid and
Dr. Reid also gave brief congratulatory
addresses.

THE *Box of Curios*, of June 26th, contains a
very good double-page set of sketches illustrating
the Diamond Jubilee doings at Yokohama.
Judging by the pictures, our friends in Japan
fairly spread themselves, and the views of the
United Cmb, the Chartered Bank of I. A., and
C., the Hongkong and Shanghai Bank and the
Grand Hotel indicate that the illuminations and
decorations were lavish and elaborate. The
Radiant also made a grand display, a
monster "V.R." and a crowd being arranged
with lanterns behind her mast, and along the
length of her hull were the illuminated words
"God save the Queen." The steamer's display
was certainly a novel and highly creditable one.
Another view represents the "bicycle riders in
quaint Robin costume" carrying along the Bund,
and brandishing aloft the typical arms of old
Japan. The drawings are very interesting and
should make this number of *Box* an accept-
able souvenir for friends abroad.

THE Japanese gunboat *Oshima* was at Hank w
on the 27th ult., and it was there understood
that she would shortly proceed to Shanghai, one of
the new treaty ports opened under the Shimonoseki
Treaty.

THE Hon. T. H. Whitehead, Manager of the
Chartered Bank of India, Australia and China,
kindly informs us that he to-day received a letter
from the Manager in Singapore giving the
following particulars regarding the deeply
regrettable and fatal illness of Mr. C. E. Hume:
—"On the evening of the 22nd instant Mr. C. E.
Hume arrived here, but so seriously ill that he
had at once to be removed to the General
Hospital. He is suffering from a severe attack
of typhoid fever, and, we understand, was ill
when he left Hongkong. On the journey to
Singapore Mr. Hume's temperature ran above
100, causing anxiety, and it still continues high,
while his strength is greatly reduced by the
prolonged illness."

A SHANGHAI contemporary reports in its issue
of the 30th June that a mysterious affair hap-
pened on board the *Tatung* on her last passage
up the Yangtze river. Just previous to leaving
Shanghai a foreigner, who gave the name of
Moore, went on board and booked a first-class
passage to Chikiang, but omitted to provide
himself with a ticket. He was seen in his cabin
at about two o'clock on the following afternoon,
but an hour later was missed. The ship was
searched but no trace of him could be found.
He brought no luggage on board with him, with
the exception of a small parcel, which disap-
peared with him. On the 2nd day of his cabin
was found a coat, waistcoat, and shirt, while two
life belts which were on a rack in the room were
missing. The whole affair is a mystery, as the
fact of his taking the two life belts with him
precludes the idea of suicide. After arriving at
Chikiang one of the native passengers stated
that he saw a foreigner swimming some time
before the vessel's arrival but thought he was
amusing himself.

CAPTAIN H. Crag of the E. & A. liner *Guthrie*,
which arrived to-day, reports leaving Foochow
at 9.30 a.m. on the 30th June; on the evening of
the 30th received information from the Harbour
Master that an urgent telegram had been re-
ceived, "Typhoon south of Hongkong." On
passing Sharp Peak signalled Cable
station which reported another Typhoon
in the Baiter Channel, stationary three days.
Wind N.E. fresh, so decided to anchor in Mitsui
Roads until the weather cleared. Left Matsui
Roads on the morning of the 2nd, the wind
being N.E. fresh; the same evening observed
all indications of an approaching storm, the
wind keeping N.E. fresh and increasing; put
into Amoy harbour for shelter, arriving there on
the morning of the 3rd instant. While at anchor,
experienced a heavy gale from N.E. with violent
squalls and heavy rains; 4th inst., weather con-
tinuing the same, with the wind veering towards
S.E.; 5th inst., heavy gale from S.E.
veering south with violent squalls and heavy
rain; 6th inst., weather clearing, proceeded to
sea, with the wind S.W. equally, with rain and
strong southerly swell to Breaker Point, thence
to arrival fine weather and moderate swell.

THE Blackwall Tunnel, which has recently been
completed under the Thames, is one of the most
remarkable engineering feats on record. The
total length of the work is 6,200 ft., or nearly a
mile and a quarter, the level portion under the
river is 1,212 ft. in length and the inclined
approaches measure 2,408 ft. and 2,579 ft. 6 in.
on the Kent and Middlesex sides of the river respec-
tively. The tunnel proper is composed of cast-
iron rings lined with concrete and faced with
white glazed tiles. It is circular in shape and
27 ft. in outside diameter, being 6 ft. larger than
that running under the bed of the St. Clair
River in North America, the largest hitherto
constructed. Within is a road of 16 ft. with two
footpaths each 3 ft. 10 in. in width, resting on
an arched subway, 12 ft. in width and 5 ft. 6 in.
in height, for the reception of water-pipes. The
tunnel is lighted by 700 electric lamps of 32
candle-power and the open approaches and stair-
ways are lighted by lamps in handsome lanterns.
In the construction of the tunnel there were used
17,000 tons of cast iron, 7,000,000 bricks,
1,000,000 white glazed tiles, 20,000 tons of
cement, 110,000 tons of concrete, five acres of
asphalt, and 12 miles of electric light cables.
The quantity of earth excavated is set down at
500,000 tons and the time occupied in the con-
struction of the tunnel was a little over 5 years.
It was constructed by the London County Council
at a cost of £871,000.

"LABBY" HORSEWHIPPED! In the *Pall Mall*
Gazette of the 4th June we find a flaring head-
line reading "Assault on Mr. Labouchere";
Whipped in the Street, and under it is the
following report of the affair:—"Soon after the
South Africa Committee had commenced their
sitting this morning an alarming rumour was
circulated concerning Mr. Labouchere. It was
alleged that, in consequence of the attitude of
the hon. member for Northampton has taken up
with regard to the Transvaal Raid, he had
been seriously assaulted. Inquiries, however,
showed that the report was only half true.
According to the Press Association, the
fact is that at about half-past eleven
this morning Mr. Labouchere was walking
from his residence in Old Palace-yard to the
St. Stephen's entrance to the House of Commons
when he was accosted by a young man who
immediately afterwards gave the hon. member
several blows with a housewife. The assault
was not a serious one, and, according to the
statements of eye-witnesses, Mr. Labouchere
contented himself with demanding an explanation
of his assailant's extraordinary conduct.
This having been given, the hon. member con-
tinued on his way to the St. Stephen's entrance,
accompanied by the young man who had com-
mitted the assault. On arriving at the entrance
to the House Mr. Labouchere passed by without
making any complaint to the constable stationed
at the door. It is even stated that before enter-
ing the precincts of the House Mr. Labouchere
wished his assailant "good morning."

HER Majesty's warship *Edith* has arrived safely
at Shanghai. She came all the way from
Ichang and although strong winds were encoun-
tered in some of the wide reaches of the Yangtze,
and the vessel can't do more than 12 knots at
the best, with forced draught, patent fuel and
double-banked stokers jabbing away everlastingly
at her fiery furnaces, yet our Shanghai contem-
poraries announce her arrival in most matter-of-
fact way; just as if there was nothing remarkable
in the feat. Really, this is too bad. Let honour
be to whom honour is due.

It will interest those who witnessed the boxing
competitions on Thursday night to learn that the
heavy weights, Northcott (Navy) and Cusack
(Army), have signed articles for another con-
tender, to take place at the City Hall, at an
early date. As there was some dissatisfaction
in certain quarters regarding the Referee's
decision in the last match, it must be pleasing
to Mr. A. Rodger and his friends to learn that
both the men are quite willing for him to again
officialize. A purse of \$150 has been given for
the event by Mr. A. Harper, of the Stag Hotel.
The blue-jackets, Fitz, and Private Pearson,
West Yards, are to box 11 rounds for a cup at
the same time.

MRS. WU TING FONG, wife of H.E. Wu Ting
Fong, at Washington has written to friends in
Shanghai expressing her admiration and
wonder at the many beautiful sights which she
has witnessed in America. The public build-
ings have been a source of surprise, and the
many elegant functions given in honour of the
Chinese Ambassador have completely carried
her Excellency away, the Western methods of
reception and entertaining being so different
from Oriental ways that only amazement and
gratification can be expressed. The envoy has
been treated with every consideration and there
is no foundation for the rumour that the newly-
appointed minister is to be recalled.

MR. COLLIN, second officer of the ill-fated
steamer *Sulian* that recently foundered off
Socotra, and who was amongst the number
rescued by the *Volusia*, only a few weeks ago
received Lloyd's silver medal for gallantry at
sea. The presentation is reported in the London
press as follows:—"The committee of Lloyd's at
their last meeting decided to bestow the silver
medal of the Society of Lloyd's on Second
Officer J. H. Collin, of the British steamer
Sulian, as an honorary acknowledgment of his
extraordinary exertions in saving lives at sea. On
the voyage of the steamer *Sulian* from Calcutta
to Aden in July last, very heavy weather was ex-
perienced, and on July 28th, when some distance
off the Island of Socotra, during very rough
weather, the Lascar fireman Emolia fell over-
board. He managed to secure a lifebuoy, which
was thrown to him, and the steamer was turned
round with the view of picking him up, but the
man was lost sight of. The steamer was covered
round the spot, and when he was again sighted, it
was impossible, on account of the high seas, to
launch a boat, and Second Officer Collin sprang
overboard with a line, swam after the man, and
attached the line to him. The Lascar had then
been nearly three hours in the water, and was
pulled on board by means of the line perfectly
exhausted. Mr. Collin incurred extreme risk by
his action, not only on account of the very
heavy sea, but by reason of the presence of
sharks, several of which had been seen round
the steamer."

AT Singapore a telegram has been received
announcing the death at Penang of the Rev.
Father Leon Page, vicar of the Chinese mission
at Balk Pulu. Father Page belonged to the
diocese of Beang-ni, France, and was about 42
years old. He was a Jesuit, and was in the
service of the Chinese mission at Penang. He
sailed for Singapore in 1870, and was in the
service of the Chinese mission at Penang. He
was a very good man, and was much respected
by the Chinese people. He died on the 2nd
inst. of a long illness.

SIR NICHOLAS J. HANNEN, Chief Justice, at
Shanghai made an order on the 30th ult. for the
arrest of the Captain and officers of the P.
& O. s.s. *Borneo*, in the case of Messrs. Rex
& Co. v. the Peninsular and Oriental Steam
Navigation Co., to be produced in November.
The summons has been made returnable in
that month. "The plaintiff claims Tls. 26,46,
being lost sustained or goods consigned to them
which were alleged to be damaged. Mr. W. V.
Drummond represents the plaintiff, and Mr. W.
A. C. Platt, (Messrs. Johnston, Stokes and
Master) the defendants."—*China Gazette*.

A DESTRUCTIVE fire took place at Shanghai on
the afternoon of the 28th ult., when a native
furniture store, outside the East Gate of the
native city, was gutted before the fire engines
could do anything with it, although nearly a
dozen of them from various parts of the city and
suburbs turned up promptly enough. Several
shops, besides the furniture store, were destroyed
and it was an hour and a half before the out-
break was quelled. Valuable assistance in
saving life and property was given by Mr. Lim-
poh, chief officer of the *Tamsui*, and it will
be learnt with satisfaction that the *Waiyan* of
the district went on board the ship the next
morning to tender the thanks of the officials to
Mr. Limpoh for his exertions.

A BRUSH WITH PIRATES.

TWO KILLED AND 36 CAPTURED.
A lively brush with pirates is reported from Ningpo. On Wednesday (5th June) the Chinese gunboat *Chowu*, 6 guns, while cruising among the islands of the Chusan Archipelago, anchored in a small bay called Tungshah, where is a large village which was filled with numbers of pirates. These no sooner saw the gunboat appear than they began to fire at her with the muzzle-loading 4-pdrs. on board a junk which was lying off shore, while about 100 others lined a sand hill which overlooked and commanded the bay, from which they began a lively fusillade on the man-of-war's men with small arms. In reply, the Commander of the gunboat at once ordered out his boats and sent a landing party of 120 blue-jackets, while a few shots from the bow gun of the ship silenced the cannonade from the junk. When the pirates saw the sailors making for land a portion began to scatter inland, but some eighty of the others tried to oppose the landing. A hand-to-hand fight commenced in which two pirates were shot down while a number were wounded. Thirty-six of the pirates were compelled to surrender when surrounded by the sailors, who also took away the junk as a prize. The casualties amongst the sailors were slight.

H.M.S. "IMMORTALITE" FIRED ON AT WOOSUNG.

CLEARED FOR ACTION IN A TRICE.
SHANGHAI, June 30th.
An incident which narrowly escaped giving rise to serious international complications took place early on Monday morning at Woosung. H.M.S. *Immortalite* arrived and anchored outside the Spit buoy on Sunday afternoon and on Monday morning commenced preparations for steaming to the anchorage, when one of the guns in the fort was fired and the shot fell into the water some 300 yards from the ship. This was followed by another, the shot falling still nearer to the *Immortalite*. Thinking, naturally, that he was being fired upon, Captain Chichester had the ship cleared for action, magazines opened and ammunition passed up. The guns were trained on the fort and the ship steamed slowly in to the anchorage with the crew at quarters. No more shots were fired, however, and it was afterwards explained that the guns were fired for the edification of a Chinese official, and that those in charge thought that the *Immortalite* was further out of range than she really was. Ample apologies were tendered and whist might have been a very serious matter ended satisfactorily.—N. C. Daily News.

DISCOVERED BY AN EYE-WITNESS.
The *Mercury* has been cautiously favoured with an account of the affair as seen by an eye-witness on shore. He says: "I was watching the artillery practice with considerable interest. I heard the first gun fired and watched for the shell to strike the target, which I am not certain it succeeded in doing. The British man-of-war *Immortalite*, it appeared to me, was too closely anchored within the range of the guns to be pleased but her position seemed to be quite unaltered by the gunners. Presently a second shell was fired, and it went straight across the bows of the ship. Then I saw that something unusual was taking place on board. I knew enough of naval warfare to conclude that the *Immortalite* meant business, and that those on board believed that their ship was meant to be the target. This seemed to be the impression also of those in the fort, who hastily did all they could to rectify it, and I saw a white flag go rapidly up the flagstaff and flutter conspicuously in the breeze, and also saw a boat putting off to the ship with one of the military mandarins. It became very clear that a mistake had been made, but it was terribly plain at one time that the *Immortalite* was about to bombard the fort, in which not only the Chinese are located but a comparatively large number of Germans, and their wives, reside."

EXPERIENCE OF THOSE ON BOARD.
The *Immortalite* after, although it is now treated as a joke, was taken quite seriously on board the warship. From particulars gathered from those on board the vessel it is learned that the *Immortalite* was preparing to leave her anchorage in order to steam up to above the Harbour Master's quarters. About fifty of the crew were forward awaiting orders, and navigating officers and the pilots were on the bridge. In these circumstances the Woosung forts opened fire, a shell passing parallel with the ship on the starboard side, striking the water and ricocheting as it went, not 100 yards from the vessel. It was thought that a mistake had been made, and those on board went about their work as usual. Ten minutes later another shell fell the Fort, crashing the *Immortalite*'s bows, falling into the water about twenty yards off. There seemed to be no mistake this time. Quick as thought a yarn went round the ship, finding ready acceptance forward, that the coxles who were expected to make trouble on the 1st of July had anticipated somewhat and had taken the Woosung Forts by way of preliminaries. What passed in the mind of Capt. Chichester he alone knows, but there were not wanting those who thought that here was an opportunity to emulate Farragut's famous action in Mobile Bay. There also seemed, too, prospects of promotion for the ward-room and medals in another place. The bugle sounded "Action!" and every man was ready, and the ship was in fighting trim in a min. 25 seconds, to be precise. That is to say the boats were swung in, rails cleared away—the anchor was already up—big guns fore and aft loaded with shell with direct action fuses, the 6 in. q. guns on the port and starboard sides were loaded with common shell with direct action fuses, and common shell with sensitive fuses respectively; and then the *Immortalite* steamed gracefully round under the forts, close to the Palace's jetty so as to be on hand when wanted. The now historic white flag—which her enemies say is China's proper standard—was hoisted and an officer, with explanations, came off.

Into the diplomatic sanctity of Capt. Chichester's cabin far be it from us to penetrate; but the forts were saved!

The affair will entail some cost to the Admiralty as all the shells now in the *Immortalite*'s guns will have to be fired, the fuses being of such a delicate character that the shells cannot be withdrawn with even a fractional degree of safety. It is but fair to the Chinese to state that they assert the shells fell between 700 yards and 1,000 yards off the ship, and well into safe range.—*Mercury*.

ECONOMICAL ASPECTS OF JAPAN.

Speaking at a recent meeting of the London Chamber of Commerce, the Japanese Minister, who was warmly received, observed that the empire of Japan, including Formosa, consisted of more than 400 islands and islets, and, excluding Formosa, the empire had an area of 147,655 square miles, with a population in 1894 of 41,813,215. About one-twelfth of the area was under cultivation for rice, barley, wheat, peas, and millet, while mulberry trees were covering an increasing area with the development of silk production. The farming class was now in a most flourishing condition—a fact which must be of particular interest to British merchants and manufacturers, who were engaged in the production of articles such as cotton yarns and cotton piece goods, which were taken up by the bulk of the people in Japan. While the greatest attention was being paid to the furtherance and promotion of agriculture, Japan's physical conditions precluded her from being a great agricultural country. In these circumstances, industries of various descriptions, which were all on a limited scale until 40 years ago, were receiving increased attention. Lacquer, porcelain, enamel, bronze-ware, and brick-ware, which had spread the repute of the country far and wide, still formed important items of export, but with the introduction of machinery the industrial aspect of the country had gradually altered. After referring to the great progress of the manufacture of silk piece goods and of cotton spinning, he remarked that whatever Manchester might lose would be more than made up by Oldham, Birmingham, or Sheffield, and pointed out that there was nothing to regret in the industrial development of Japan. Woolen fabrics were unknown to the Japanese until foreign commerce introduced them, no sheep having been reared in Japan; but the army, the navy, and the police force were now clothed in wool, and many civilians wore garments of the same material. This industry was as yet in its infancy, but in all probability it would become an important one, in spite of the fact that all the raw material had to be imported. This afforded an opening for a large wool-growing industry. The manufacture of matches was practically the growth of the last ten or fifteen years, and had formed a large export trade. Precious metals were scarce in the country, and the only important minerals so far worked on a large scale were copper and coal. Copper had been worked from ancient times, but export on a large scale was of comparatively recent origin. The use of coal on a considerable scale was coincident with the introduction of steam power; and coal fields were discovered in different parts of the country. The construction of railways, the adoption of machinery, and the rapid augmentation of steam tonnage, Australian and English coal had been almost entirely superseded by their Japanese rivals, except for special purposes, in China, Hongkong, and the Straits and the competition was beginning to be felt even in India. The production of iron was exceedingly limited, and the bulk of the iron and steel required was obtained from abroad. Great Britain had an excellent customer in Japan in these commodities, and would have for many years, provided the Japanese demands were met in an intelligent manner. Rich and extensive iron deposits existed in Japan, and in time they would receive the attention of capitalists, to whom the Government was setting an example in having decided to secure Parliamentary sanction to the establishment of a steel industry. After alluding to the fishing industry, his Excellency referred to the development of commerce and to the heretofore change it underwent with the introduction of Western institutions. This had not been an unmitigated blessing, and Japan had already suffered from the evils of stock gambling and huge companies. Foreign trade, which was valued in 1884 at yen 81,000,000 (400,000,000 francs and 32,000,000 pounds), rose in 1896 to yen 289,000,000 (147,800,000 francs and 12,177,000 pounds). After reviewing in detail the character of the increases, he remarked that expenditure in connection with the war had abnormally enlarged the necessary means of the lower classes for the time being. Comparatively little as the foreign commerce of Japan was, it was already growing rapidly, and the country might assuredly be regarded as full of hopes for Western manufacturers and merchants. Within 25 years excellent roads had been constructed, a highly-developed postal system had been brought into existence; all the principal parts of the country were connected by telegraph wires; there were railways, tramcars, and electric cars; and last, but not least, numerous steamers were plying coastwise or making regular voyages to foreign ports. After remarking that time had allowed him to touch on the finances of the country and the monetary standard recently adopted, he concluded by stating that Japan was a country full of hopes and prospects. The tide of progress and advancement which prevailed the country at present would receive a still greater impetus when the new treaty, now practically concluded with all treaty Powers—after the excellent model which this country set, three years ago—had come into practical operation, in two years' time, and when foreigners had come freely into the interior to engage in business or other enterprises. The state of the English people had been great in the progress of Japan; and might it not be less!

HONGKONG GOLF CLUB.
CAPTAIN'S CUP FOR JULY.
The entries for the monthly cup were fairly up to the average. The winner of this year's cup put in an excellent first round of 41; his second round of 46 was split by an 8 in the long hole, but with this exception, his card showed a very steady game. We were glad to notice the re-appearance of one of our leading players, who has been absent for some time weeks from the links. Subjoined are the details of the cards returned:—
Mr. C. W. May ... 27 6 81
Mr. R. P. Cochran, R.N. 103 14 89
Mr. V. A. C. Hawkins ... 100 8 92
Mr. G. Millward ... 107 15 92
17 entries.

Also entered for the "Pool," for which there were 19 competitors.

SWATOW NOTES.

(From our own Correspondent.)

SWATOW, July 4th.
It is somewhat late in the day to be writing about Diamond Jubilee Celebrations, but seeing nearly every coast port has related its doings, there is no reason why Swatow should be left out in the cold. To begin with, the weather on the 22nd ultimo was not what might be called a fine day, but the rain held off, and judging by what both preceded and followed that day, we must consider ourselves fortunate. The only event before the evening's festivities was a sailing race, for which nearly every gl in the place was entered. The course was three times round the harbour buoys, beginning and finishing at the British Consul's jetty. It was a hard race, both wind and tide being unfavourable, and the handsome cup presented by the Jubilee Committee was eventually won by Mr. Hiarich's "Letter B" on time allowance, although the "Black Bess" and P. Hot Frawley's boat finished first almost a dead-heat. The latter, however, would have been disqualified. Fouls were the order of the day and one boat was very conspicuous in this respect. In the evening about a hundred people sat down to dinner in the 'tallon Club, when the usual toasts were honoured. The speeches were not of a very high order, but were commendable for their brevity. Fireworks followed and the company did not separate till the "wee sma' bours aye the twal." So ended our celebration of the 60th anniversary of Her Majesty's reign.
The summer fitting to Massu has begun, and the launch started on the morning on the 1st instant, but the weather has not been favourable enough hitherto to avail themselves of it. In fact it has been and is simply detestable, rain, nothing but rain. Its only merit has been its coolness. A depression, "somewhere in the Pacific," it is said, is the cause, and goodness knows it has depressed us sufficiently here. Swatow, to say, no weather telegrams have reached this port of late from Hongkong; anything wrong with your Observatory? On Friday and Saturday night it blew very strongly from N. E. to E. and an exceptionally high tide last night was the result. The rain came down in torrents and several places were partially flooded. The weather telegrams from Hongkong Observatory are very valuable to the shipping community and it is to be hoped they will be resumed.
Emigration from this port to the Straits has been prohibited by the Singapore Government, much to the surprise of all interested. Truly the ways of officials are past finding out. Plagued has never been in Swatow this year and reports from the country districts are every day settling more favourable. Probably we are suffering for the moment from the non-appearance by the Singaporean officials of distance, to which must be added a considerable amount of "scare."

A NOVEL SHIPPING CASE.
At Bombay, on June 10th William Smith and fourteen other firemen, seamen and stewards of the *s.s. Florida* were charged before Mr. J. Sanders-Slater, Chief Presidency Magistrate, with having wilfully disobeyed the lawful command of Captain Donald Young, the master of the steamer.
The Captain, in answer to the Court, said the members of his crew before the court had refused work with one exception since Monday last. The men had claimed to be paid off and he had allowed them to do so. The Captain had refused to allow him to do so, and had told the men to return to the vessel.
William Smith, the first accused, who acted as spokesman for his companions, said the articles expired on the 28th of May and the Shipping Master had promised to pay them off as soon as he knew where the ship was going.
The Magistrate: The articles are dated the 28th May, 1896 and expire on the 28th May, 1897. Where were you on the latter date?
Captain Young: At sea on the passage from Calcutta. The ship is expected to go home from here.
The Magistrate: How is it you happen to be here at the end of your agreement? These men were engaged for a maximum period of one year, and, although you know that, you go on trading to the East without taking them home.
Captain Young: But they will go home.
The Magistrate: Yes, but they should be home by now. How long do you expect the men to stand the present treatment?
The Captain: We may be going home soon.
The Magistrate: But why do you take the men on an agreement for a year? Are you prepared to pay their passages home?
The Captain: Oh, no!
The Magistrate: The articles do not bind the men to serve any longer.
The Captain: I cannot help that. I would have paid the men off if the Shipping Master would have allowed me to do so on the passage from Calcutta.
The Magistrate: But, Captain, you don't realize your position. You are proceeding against these men for neglect of duty.
Captain Young: I am going by the Shipping Master's orders.
The Magistrate: Do you expect the men to go on working for ever without being sent home? Do you suppose you can carry them round the world for a hundred years and then take them back to the United Kingdom?
The Captain: The Shipping Master told them to go on board and work till such time as the ship was discharged.
The Magistrate: Certainly not. If you chose to pay them off out of the United Kingdom you will have to pay their passage home.
The Captain: That is a matter to be proved.
The Magistrate: It is nothing of the kind; you seem to think you can keep them working while the ship is in port.
Captain Young: It is not me. It is the Shipping Master.
The Magistrate: If your owners cannot make up their minds where the ship is going to they will have to put up with the consequences. That is all. Of course, the Shipping Master will not pay the men off till he sees if they are to be taken to England. If you choose to keep the men out here I cannot order them to return to work. It is a question of whether you are going home or not. How long do you expect to be out here?
The Captain: The owner's agents, Messrs. James Mackintosh, are telegraphing about the matter daily.
The Magistrate: Well, the Shipping Master will not pay the men off unless you pay their

passage home, and that money you would have to pay before your vessel would be allowed to leave the harbour.

The Captain: But we should bring the matter to the notice of the Board of Trade.
The Magistrate: I don't think that would be much satisfaction, for these men ought to have been in the United Kingdom fourteen days ago. It seems to me the men have got a great deal of cause for their discontent as they don't yet know whether they are going home or not. It seems to me you try to keep them to their part of the agreement, but don't comply with the terms of it yourself.
The Magistrate to the crew: I suppose you want to know whether the ship is going home or not.
Smith, in reply, said that was so, but the Captain had showed them a letter in which it was stated the vessel would return to England if a cheap port could be got, but otherwise the steamer would be kept on the Indian coast trade.
The Magistrate pointed out that if the ship did not go home the men would be entitled to their passages. They were, however, not benefiting themselves by coasting work, and as the destination of the vessel would be fixed in a few days, he advised the men to return to work. The fact of the ship being here was the owner's and not the Captain's, and added the vessel is not fixed by Sunday next, then go to the Shipping Master again. The crew having expressed their intention of following the Magistrate's suggestion by turning to, his Worship, in discharging them, said it was only fair that they should do their duty for such a time as he had mentioned.
The crew then left the court.

THE MERCANTILE MARINE SERVICE ASSOCIATION.
The annual meeting of the Mercantile Marine Service Association was held at the Town Hall, Liverpool, on 3rd June, the Lord Mayor (Alderman Hugh-) presiding. The forty-fourth annual report stated that during the year 300 new members had been enrolled. Many members were still unsuccessful in finding suitable employment or were obliged to accept positions inferior to their former rank. The rapidly decreasing number of sailing-ships and the increased size of steamships meant fewer and larger vessels in the aggregate, and a corresponding diminution in the number of officers employed. At the same time it would be seen by the lengthy list of names at the Board of Trade examinations, that numerous applications were made to the ranks of certificated officers month by month. The immediate future of merchant officers as a class would be before us to be regarded with concern. During the year eighteen members of the Association had died, and three others members' certificates were suspended. By the death of the certificates were subsequently renewed by the Board of Trade. From the aged seamen and widows' fund £275 had been paid during the year. On the Mariners' Home there was a debt balance of £266, and £340 was still required to free the Mariners' Home. The Seamen's Pension Fund, founded in the Jubilee year of 1877 by a donation of £10,000 from Mr. T. H. Jones, had been increased to £31,747. A grand total of £2,440 had been paid, without any working charges being made by the Association, so that the entire benefit had gone direct to the pensioners. There was a standing list of 800 candidates to deal with.
The Lord Mayor, in moving the adoption of the report, spoke in laudatory terms of the Association and its work. The most regrettable point, he said, in connection with the removal of so many vessels from the British flag was that those vessels did not disappear from the world but were sold under other flags. He hoped that the energy of British steamship owners, and of the officers who commanded their ships, as well as of the seamen, would keep this country in the point of vantage as the great carrier of the world's commerce. Captain Price, who seconded, thought that, if the English Government would set apart a small amount of money and pay something for every ship taking the son of a working-man to sea and teaching him his business as a sailor, Englishmen, Mr. J. A. Wilson, M.P., supported the motion in a speech containing many points of interest. The annual dinner was held in the evening at the Adelphi Hotel, the Lord Mayor again presiding. Amongst the speakers were Mr. James Boyle (the American Consul), Captain Bremner, Captain Macmahon, Colonel Walker, Mr. T. B. Royden, Mr. F. C. Danvers, Captain Miller, and Mr. Sproule.

LEGAL INTELLIGENCE.

SUPREME COURT.
IN SUMMARY JURISDICTION.
(Before His Lordship the Puisne Judge, Mr. A. G. Wills.)
July 7th.
A CLAIM FOR DAMAGES.
The action in which Wong Kim sued Tam Chou for \$813 as damages and compensation for having falsely caused him to be imprisoned was resumed to-day. Mr. H. J. Gedge appeared for plaintiff and Mr. M. W. Slade (instructed by Mr. Wilkinson) appeared for the defendant. The jury was as follows:—Messrs. P. Morris, H. Cook, and E. Boon.
Tang Foo, a member of the Kwong Hop Wo firm, gave evidence as to plaintiff's connection with the firm and the dispute leading up to his imprisonment.
Kwong Sang, a Chinese detective, then narrated the facts of the arrest of plaintiff, who was taken at night from a brothel.
This closed the case for the prosecution, and Mr. Slade addressed the jury at length on behalf of the defendant before calling witnesses. He traversed the evidence already given and urged that the defendant was justified in his action. He then called containing evidence.
Tam Chou, the defendant, who deposed that he had independent means and was a security for the Kwong Hop Wo firm.
Defendant then made a number of statements to show his justification for prosecuting plaintiff. Evidence for the defence was also given by Young Yui Wo, agent for defendant's concubine, Tam Sing, her rent collector, and a watchman, all of which bore on the demand for money made by the defendant.
Mr. Slade then addressed the jury on behalf of defendant, whose action he said had been shown to have been suggested by Inspector Kemp after that officer had heard all the facts of the case. The plaintiff's stories, he said, were inconsistent and he argued that the defendant's statement was the more reasonable of the two.
Mr. Gedge also addressed the Court and his Lordship summed up, dealing carefully with the evidence.
The jury, after retiring for a few minutes, returned with a verdict for the plaintiff to whom they awarded \$600 damages, stating that the defendant had not honestly made the charge against the plaintiff in January last.

NOT A N D A .

CALENDAR.

Meteorological means based on "40 years' observations 1858-1897."
Barometer 29.73
Thermometer 81.5
Humidity 83
Rainfall 15.98

TO-DAY.

WEATHER REPORT.
On 7th July 1897.
Barometer 29.84
Thermometer 82
Humidity 86
Rainfall 0.56

TO-MORROW.

Wednesday, 7th July, 1897. (Translation of Thomas A. Beckel.)

Chinese—8th of 6th moon of 25th year of Kwo-pai.

Jewish—7th Tammuz, 5687.

Mohammedan—8th Saphar, 1318.

Sun—Rises 5hr. 29min.

Sun—Sets 6hr. 48min.

Moon—First Quarter 9hr. 5min. p.m.

High water—Morning 8hr. 25min.

Afternoon 2hr. 15min.

Low water—Morning 7hr. 15min.

Afternoon 3hr. 25min.

ANNIVERSARIES.

1874—Loss of the *s.s. Canton*.

1883—Orders of nobility established in Japan.

1896—Death of Sir John Pender.

TO-MORROW.

Thursday, 8th July, 1897.

Chinese—9th of 6th moon of 25th year of Kwo-pai.

Jewish—8th Tammuz, 5687.

Mohammedan—7th Saphar, 1318.

Sun—Rises 5hr. 29min.

Sun—Sets 6hr. 48min.

Moon—First Quarter 9hr. 5min. p.m.

High water—Morning 8hr. 25min.

Afternoon 2hr. 15min.

Low water—Morning 7hr. 15min.

Afternoon 3hr. 25min.

ANNIVERSARIES.

1846—Rt. Hon. Joseph Chamberlain, M.P., born.

1846—British Factories at Canton attacked by Chinese.

1848—Attempted poisoning, by Chinese, of 25 men of the Royal Artillery in Hongkong.

1884—Typhoon in Hongkong.

1896—Floods in Japan; 3,000 houses destroyed.

MEMORANDA.

TO-MORROW—8th July.

10.30 a.m.—Vicent case (Police Court).

9 p.m.—Electrical Demonstrations by Professor Richards at Theatre Royal, City Hall.

9 p.m.—Celebration of the fourth centenary of the departure of Vasco da Gama for the discovery of India at the Club de Recreio.

FRIDAY—9th July.

English mail due.

9 p.m.—Electrical Demonstrations by Professor Richards at Theatre Royal, City Hall.

SATURDAY—10th July.

Indian mail due.

4 p.m.—Jubilee Gymkhana at Happy Valley.

SHAKE MARKET.

Unions, 22½; North China, 7½, 188; Hongkong, 33½; Indo-China, 30; Borneo, 30½; Luzon, 31; Panama, 30; Batavia, 30½; (Prof.) 32½; Rangoon, 33; Olvera, 32; Wharves, 37; Kowloon, 30; Hongkong, 38; Humphreys' Estate, 33; Green Islands, 36; Ewer, 116.

SHIPPING AND MAIL NEWS.

MAILED DUE:

American (*Pratt*) 6th inst.

English (*Thames*) 6th inst.

Indian (*Kaituma*) 10th inst.

American (*Coptic*) 13th inst.

Canadian (*Empress of Japan*) 14th inst.

Australian (*Orni Maria*) 16th inst.

French (*Salade*) 17th inst.

Tacoma (*Patan*) 17th inst.

American (*City of Rio de Janeiro*) 25th inst.

Tacoma (*Tacoma*) 25th inst.

German (*Bayern*) 25th inst.

Australian (*Attila*) 30th inst.

Tex N. P. S. S. Co.'s steamer *Tacoma* sailed from Tacoma on the 5th inst. for this port via Japan and Shanghai.

Tex O. & S. S. Co.'s steamer *Coptic*, with mails, &c., from San Francisco to the 17th ult. has arrived at Yokohama, and left for this port via Island Sea, Kobe, Nagasaki and Shanghai on the 5th inst.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Blair steamer, from Singapore

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THE OPINION AND THE FACTS.

First let us have what the doctor said, then the facts upon which he based his opinion, and finally we may ask whether the facts justify that opinion.
The doctor's opinion was this, "The man is suffering from chronic inflammation of the brain."
The facts as set forth subsequently by the patient himself under oath, and also verified by careful investigation, are these:—

In August, 1889, the first symptoms of disease appeared. He had a bad taste in the mouth, and a thick slimy phlegm covered the tongue and teeth, so that he was often obliged to wipe it out with a handkerchief. He had no appetite, and after eating the simplest thing he felt great oppression, and pain at the sides and chest. Later on he was seized with dizziness and dreadful pain in the head, the back of the head being swollen, and so hot that it seemed on fire. This pain in the head grew worse, until the patient fancied his head must burst; and as it was, he nearly went out of his mind with the agony of it. He got little or no sleep night or day, and he could take practically no nourishment—that is, nothing at all equal to the needs of the body—he gradually fell away until there was scarcely anything left of him but skin and bone. After a time a hacking cough seized upon him, and he constantly spat up much matter. At this point the malady had some of the indications of consumption—that is, for a considerable time Mr. Manning (the patient's name) was confined to his bed, and for nearly a year was unable to leave the house. As a rule he would rise from his bed about noon, and lie on the couch the most part of the day. To show his weakness he would merely say that he could not cross the room by taking hold of the furniture. The doctor who attended him for one year said that Mr. Manning had chronic inflammation of the brain, and recommended the application of poultices and fomentations to the head.

"After having been under the doctor's treatment for a year," says Mr. Manning, "I was no better, and he said he could do nothing more for me. I then had another doctor, he said my case hopeless, and nothing could be done for me. One doctor's daughter got me several bottles of medicine for consumption from London, but it did no good, and I hovered on in the state year after year. I was in such pain that I often wished it might be God's will to take me. Several times it was reported that I was actually dying."
"In November, 1893, Mr. Franklin, wife of the corn merchant, gave me a bottle of medicine which she hoped might do me good. It was called Selig's Syrup. I had not faith in it, but I began taking it. In a week I felt a little better. My head was easier. I had some relief for food, and my sleep was a little better. From that time I never looked behind me, and soon gained two stone in weight. I am now quite strong, and am free from pain. But for this medicine, Selig's Syrup, I believe I should to-day be in my grave; and so great is my faith in others may know of the remedy that saved my life, I feel full permission to the proprietors to publish my case if they think best to do so.

The above statement is condensed from the more extended legal one in order to save space. The other, however, will soon be published in full in another form. This is signed by Mr. Henry Dalrymple, of 9, High Street, Hillyer, near Downham, Norfolk, and has appended confirmatory statements from witnesses of high standing.
Now, we ask, was the doctor right in thinking the case to have been one of cerebral inflammation? No, clearly not, as that always arises from a severe injury to the brain, and is not a chronic disease of the brain, resulting from acute indigestion and dyspepsia. Mr. Manning's true and only disease, when Mr. Selig's Curative Syrup cured the brain and other disordered organs recovered health and tone.—*Advt.*

CHILDREN starving to death on account of their inability to digest food will find most marvellous food and remedy, Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect; it has been in each case taken most readily."—W. PENNINE, M.R.C.S., Medical Superintendent, Butte Hospital. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Limited, Hongkong.—*Advt.*

Hotels.

Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M. of the 7th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 5th July, 1897. [1030]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM SHANGHAI AND KOBE.

THE Steamship

"MARQUIS BACQUEHEM,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 10th instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godown after the 12th instant will be subject to rent.
Bills of Lading will be countersigned by
SANDER & Co., Agents.
Hongkong, 5th July, 1897. [1899]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.
S.S. "SACHSEN."

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-DAY.
No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 8th instant, and MONDAY, the 12th instant, at 9.30 A.M.
All claims must reach us before the 14th instant, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
MELCHERS & Co., Agents.
Hongkong, 1st July, 1897. [1981]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BENALDER,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godown, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 3rd July, 1897. [1025]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"CHINGWONG,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 12th instant, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on MONDAY, the 12th instant, at 3 P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co., Agents.
Hongkong, 5th July, 1897. [1032]

THE GRILL ROOM,

1, QUEEN'S ROAD.

THE LEADING CATERERS

ON TUESDAYS,

GREEN TURTLE STEAKS for Tiffin.

GREEN TURTLE SOUPS for Dinner.

SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.

WEDDINGS, PRIVATE PARTIES, TIFFINS and DINNERS a Specialty.

Hongkong, 14th December, 1896. [67]

Intimations.

A STRIKING SUCCESS!

WILL DYE TO ANY SHADE. **MAYPOLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.,
Such as Blouses, Dresses, Under-linen, Ribbons, Children's Frocks, Pin-flores, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Towel Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alice-Blue, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Celise and Cardinal.

SOLE AGENTS for Hongkong and China,

WATKINS & CO., Apothecaries' Hall, 60, Queen's Road Central. [13]

THE WORLD RENOWNED

FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirene.

Apply to **M. OPPENHEIMER & Co., PARIS.**

SETTING UP OF DISTILLERIES
Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
ECROT & GRANGE, rue Mathis, PARIS
Apply to Messrs. DODWELL CARLILL & Co. Hong Kong.

DISINFECT
WITH
SANITAS
FLUID, POWDER, SOAPS, &c.
OF ALL CHEMISTS AND STORES.
Valuable Book,
"HOW TO DISINFECT,"
free on application.
The SANITAS Co., Ltd.,
BETHNAL GREEN,
LONDON, E.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effective remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS Hongkong & Co.,

SERRAVALLO'S
FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC
OR
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.

Hongkong, 1st September, 1895. [38]

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.

50 CENTS per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for Hongkong and the Empire of China:—
WATKINS & CO.,
APOTHECARIEN HALL, 60, Queen's Road Central,
HONGKONG. [91]

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS,
CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Volkmann and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and STYGLASSES.
Nos. 44 & 46, Queen's Road Central. [40]

LEVY HERMANSON.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

Sole Agents in the East for the amalgamated
CLARKE, HUMBER and GLADIATOR Co., Ltd.,
DUNLOP TYRES BICYCLES—PRICE—\$125.
A special reliable Watch made for this Climate
Quality A.....\$15
Quality B.....\$12

10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of
WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you
can see, and procure for SIX DOLLARS, a Copy
of the Webster of Webster, the latest and most
emphatic proof that Labor omnia vincit.
Hongkong, 17th May, 1897. [821]

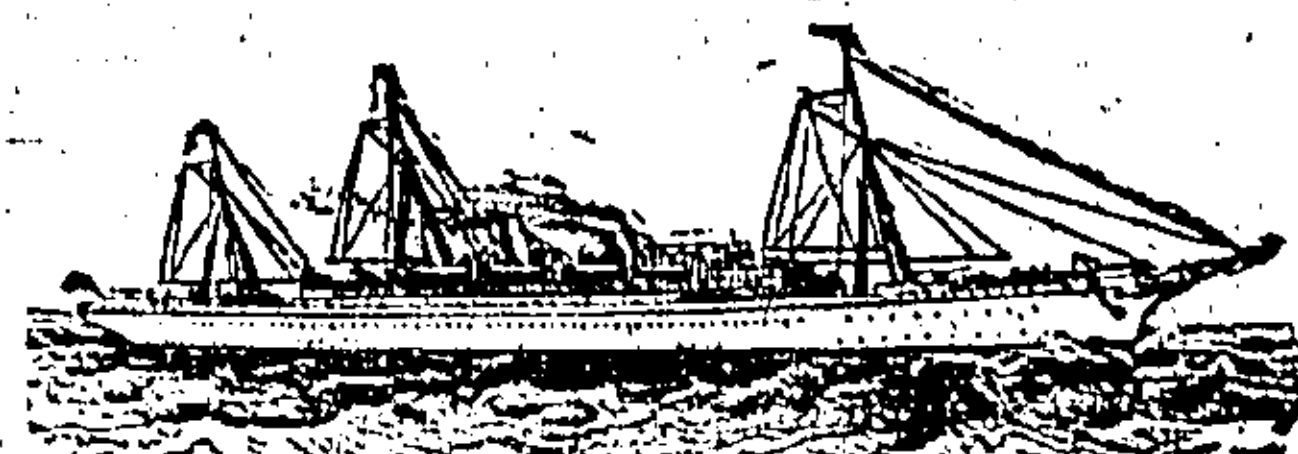
SIEN TING,
SURGEON DENTIST,
No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE,
Consultation free.
Hongkong, 17th September, 1897. [43]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. — SPEED. — PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 21st July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making THREE DAYS TO A WEEK in the Trans-Pacific Journey. (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Piddar's Street. [3]

Hongkong, 30th June, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE:

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th July, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th Aug., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 2nd Sept., at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th July, 1897, at Noon:

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 5th July, 1897. [12]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
AND GENERAL COMMISSION AGENTS.

FRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
E. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1897. [39]

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 15th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 3rd August, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 24th August, at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on THURSDAY, the 15th July, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 25th June, 1897. [1]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

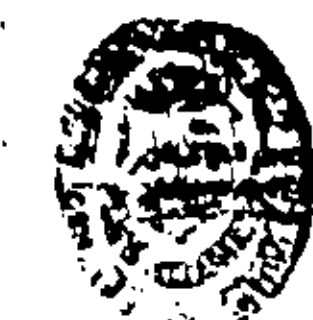
FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [81]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"RAVENNA,"
Captain C. T. Denry, R.N.R., carrying Her Majesty's Mails will be despatched from this for BOMBAY, &c., on THURSDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. Britannia leaving that Port on the 6th August for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 2nd July, 1897. [5]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NABES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Tuesday... 12th July.

Dayern Tuesday... 19th Aug.

Prins Heinrich Tuesday... 14th Sept.

Prinz Tuesday... 12th Oct.

Sachsen Tuesday... 9th Nov.

Bayern Tuesday... 7th Dec.

Prins Heinrich Tuesday... 4th Jan.

ON TUESDAY, the 20th day of July, 1897, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Sommer, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 17th July. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 19th July, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$25 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co., Agents.